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CONFIDENTIAL**INSTRUCTIONS FOR VESSELS ENTERING
THE PORT OF SHANGHAI**

A summary of the information required by us at various times prior to arrival at the Yangtze Entrance, is given in Addendum A attached hereto.

Approaches: From the authorities in your last port of call before Shanghai you will, we presume, receive the latest news about the approaches to Shanghai, however, we wish to call your attention to the fact that according to instructions received from the Shanghai Harbour Administration vessels approaching or leaving the Yangtze Entrance are to keep positions East of the following positions:

Sections - South Long. 123 deg. 30 mins.
Lat. 39 " 30 "

- Mid. Long. 123 " 0 "
Lat. 30 " 0 "

- North Long. 123 " 0 "
Lat. 30 " 35 "

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After passing the Light Vessel anchored at the following position:

Lat. 31 deg. 5 mins. 10 secs. N.
Long. 123 " 30 " 35 " E.

and when approaching the Entrance Buoy situated at approximately 123 degrees 10 minutes E. Longitude (i.e. about 10 miles up the river from the Light Vessel), you should reduce speed, raise the National Flag of the People's Republic of China, the National Flag of the Ship, the International Signal "G" flag, vessel's call letters and sound two long and one short blasts.

The Pilot Boat is anchored in the vicinity of the Entrance Buoy.

Boarding of Pilot and Boarding Officers: After taking on board the Pilot & Boarding Officers, documents as per Addendum B are to be submitted to them for inspection. Your radio, radar and other navigational aids will not now be sealed as previously, although the use of these aids and appliances, except in case of an emergency or for the dispatch of urgent messages, are still prohibited. Fire-arms and ammunition will be sealed up by members of the Boarding Party as usual. You must have in readiness when entering or leaving the port three reflection lamps, i.e. Red, Green and White, of a strength of not less than 2 miles visibility, for use by and under instructions from the Inspection Officers boarding the vessel.

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Quarantine: Except when arriving from another Chinese port or in the event of extremely bad weather, quarantine inspection will take place at Woosung. The Pilot will instruct you regarding the hoisting of quarantine signal flag and place of anchoring. During the quarantine inspection all officers and members of the crew will be required to be present when called by the Quarantine Officer.

Should you arrive at the Quarantine Anchorage after sunset and require quarantine inspection at night, you are to hoist, on your foremast, the following signal:

Three (3) Red Lights

These Lights are to be placed spaced about 2 metres apart.

If, however, you do not want quarantine inspection until daylight, then the following signal is to be hoisted, either on your foremast or in some other readily visible position:

One (1) Red Light & one (1) White Light

The Red Light is to be placed above the White Light and these lights are to be spaced about 2 metres apart.

After quarantine inspection is completed the Pratique Certificate will be handed to the Captain in a sealed envelope which is to be submitted to the Agent upon arrival at your berth for return to the Quarantine Office. Bills of Health, except when arriving from a plague-infested port, are not required on entering Shanghai.

When arriving from a Chinese port you will proceed in free pratique direct to your berth and no quarantine signals need to be hoisted.

In the event of extremely bad weather the quarantine inspection will take place at your berth in which case the Quarantine flag is to be kept hoisted while proceeding up-river.

If you have to stay overnight at Woosung you are kindly requested to provide accommodation and meals for the Pilot and Inspection Officers.

Documents required by the Quarantine Office are listed in Attachment 1.

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Berthing: Berthing instructions will be given you by the Pilot.

Inspection: On arrival at your berth an inspection of the vessel and interrogation of all officers and crew members will be conducted jointly by officers from the Harbour Administration, Customs and Frontier Defense.

Similarly an inspection by officers from the same bodies will take place one hour before scheduled departure.

To complete these inspections without delay, it is suggested that officers and crew members be lined up and ready with their passports and/or service books soonest possible after vessel's arrival at berth and similarly one hour before scheduled departure.

Furthermore, during the inspection, Deck and Engine officers may be required to show their certificates of competency to the inspection party and these certificates should therefore be kept in readiness.

Documents required by the Inspection Party are listed in Addendum B.

Our senior shipping clerk, Mr. Ting, will come on board your vessel on arrival at and departure from your berth to cope with the various formalities and act as interpreter during the inspection.

Cargo Gear: Before commencing loading/discharge, the Harbour Administration may, if they consider it necessary, jointly with the Chief Officer carry out an inspection of all winches, derricks, ropes, wires, etc, and will demand replacement of any gear which they consider defective. As the vessel will be held responsible for any damage attributable to defective cargo gear, it is imperative that same is in best possible condition. The derricks should be lowered and ready for a possible inspection before berthing.

Passengers: We refer to instructions/information listed in Addendum C.

Working Hours: Cargo operations take place in three (3) shifts as follows:

1st shift - 0800-1600

2nd " - 1600-2400

3rd " - 0000-0800

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A 45-minute interval for meals is provided for in each shift at the foreman's discretion. Normally no loading and/or discharging will be put in hand except at 0800 or 1600 or 2400 hours.

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Winchmen: Winchmen are employed from ashore.

Port Signals: A list of Port Signals is enclosed.
(Addendum B).

Discharging and Loading: The absolute necessity of submitting storage plans to the Harbour Administration before arrival is dealt with in Addendum A.

Water Ballast: If water ballast is not pumped ^{out} prior to arrival at Woesung, the Harbour Administration will insist that same be tested before permission is granted to pump it out.

As it takes about 48 hours to obtain such permission, it is advisable, provided conditions permit this, that water ballast be pumped out before arrival at the Yangtze Entrance.

Garbage Boat: Please note that no garbage or refuse should be thrown overboard; if you have garbage for disposal, please hoist signal flag "Z" and a garbage boat will be sent by the Harbour Administration to remove the garbage.

Stores & Provisions: Stores & provisions are to be listed, where applicable, in the Customs Store List. Ship's Stores will not be sealed but the Customs may inspect them at any time. Fresh rations can be drawn daily, however, for the items listed in the Customs Store List, the Customs officer's approval must first be obtained. He will supervise the drawing of such rations.

Instructions for preparation of the Customs Store List are given in Addendum B.

Stores & provisions may be purchased while in port. It is advisable to advise us of any special requirements by telegraph before arrival.

Fresh Water: Fresh water can be supplied on water boat (at \$5.00 or sh.2/6 per ton) or on wharf (at \$5.00 or sh.1/2 per ton,) but due notice should be given. Please note that water, if used for drinking purposes, should first be ~~boiled~~.

Damage, etc. Ventilators, damage mats, etc. can be bought at Shanghai now at reasonable prices.

Ship's Laundry: Laundry of ship's linen can be arranged ashore, if required, but notice should be given immediately on arrival.

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Rat Guards: Rat guards are to be placed and kept in position on all lines/wires leading from the vessel to the dock; regular inspection of the rat guards should be carried out.

Latrine: One latrine is to be designated for the use of stevedores, etc., when vessels are moored at buoys.

Interpreter: A representative from this office will stay on board during your call to serve as interpreter etc. You are kindly requested to provide him with meals and accommodation.

Shore Leave: We refer you kindly to Addendum D.

Medical Attention: If officers or crew members need medical attention ashore, please communicate with us, as all cases - except cases of emergency - require the prior approval of the Quarantine Office.

In the case of emergency our representative will call an ambulance (Telephone 563070 or 244010).

Money: The Chinese currency is called Yen Min Piao (Y) and rates of exchange are as follows:

Str. \$.	100.-	=	Y. 685.90
D. Kr.	100.-	=	about Y. 55.54 (Y. 1.- = D. Kr. 2.813)
Hk. \$.	100.-	=	Y. 42.70

Import and export of Chinese currency is strictly prohibited. Funds required by officers and crew members during vessel's stay in port will be supplied to the Captain by Agents and funds advanced to, expended by and returned by individual officers and crew members are to be shown on a list provided by Agents on arrival.

Dealings in foreign currency on board and ashore are strictly prohibited and may lead to serious consequences. All foreign currencies held by officers and crew members are to be collected and kept in the Captain's custody during vessel's stay in port.

Chinese Flag:

Please ensure that you have a Chinese flag on board; same should be kept hoisted during vessel's stay in port.

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**Merchandise
in possession
of crew
members:**

It is strictly prohibited to take ashore any new or dutiable commodities, cigarettes, wines or spirits for sale or otherwise. Tobacco, wines and spirits (other than those opened or for individual use), are to be entered in the Customs Store List. Ship's personnel are not permitted to bring in any unmanifested parcels for private individuals or firms.

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CONFIDENTIAL**ADDENDUM A****Information required by Agents before arrival**

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1. Please request Agents in the port where you receive these instructions to airmail us the following particulars which are required for the purpose of applying for entry permit:
 - a) Date of expiry of vessel's fumigation certificate.
 - b) Total number of crew on board.
2. Please telegraph us the following particulars immediately upon departure from your last port of call before Shanghai:
 - a) Vessel's draft, fore and aft, upon arrival at the Yangtze Entrance.
 - b) Expected time of arrival at the Yangtze Entrance.
 - c) Number of shifting gangs, if required.
 - d) Number of carpenters required for shoring up, if any.
 - e) Total tonnage of through cargo (in weight tons).
 - f) Cargo for discharge at Shanghai, hatch by hatch, in weight tons, 5 or 6 figures (according to the number of hatches of the vessel) starting by No. 1 Hatch will be sufficient.
 - g) Description of Dangerous Through Cargo on board, if any.
 - h) Description of Dangerous Cargo on board for Shanghai discharge, if any.
 - i) Number of passengers landing in Shanghai, if any.
 - j) Number of through passengers, if any.
 - k) Any special message you wish to convey to us, bearing in mind that, in the normal course of events, use of your radio will not be permitted after arrival at the Yangtze Entrance.

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3. Soonest possible after departure from your last port of call we shall telegraph you a detailed description of the cargo to be loaded at Shanghai in net measurement tons (excluding broken stowage) for various destinations; the Harbour Administration require agents to submit - latest 24 hours before arrival at the Yangtze Entrance - an exact stowage plan showing the description, number of packages and weight of cargo to be loaded into each hatch. Upon receipt of our aforesaid wire you are kindly requested to telegraph us indicating the holds - whether lower hold or tween deck - into which you require the various cargoes to be loaded; on the basis of this information we are then compiling the necessary cargo plan. As the Harbour Administration is very particular about receiving such cargo stowage plans, we solicit your co-operation in this matter.
4. About 24 hours before your arrival at the Yangtze Entrance (Pilot Station) you must telegraph us your E.T.A. there. If there thereafter is expected to be any more important change in your E.T.A., please also telegraph us.
5. Just before the Pilot and Inspection Officers board your vessel please also telegraph your exact time of arrival at the Yangtze Entrance.

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CONFIDENTIAL**APPENDUM B****DOCUMENTS.**

The following documents, duly signed, are required to be produced to the various Inspection Parties on arrival and departure. These documents should be completed in the number of copies indicated for distribution as dealt with later on in this Addendum. All documents are to be furnished with a Chinese translation, where stated, and this translation will be attended to, whenever possible, by your Agents in a previous port of call.

1. Crew List in 12 copies, stating individual member's name, age, sex, rank, nationality, No. of Service Book or Passport and home address. Chinese translation required. Forms are attached.
2. List of Articles Restricted for Use in Port in 2 copies, showing description, quantity, etc. of various articles. Forms are attached.
3. List of Ballast & Drinking Water in 2 copies, showing date of loading, place of loading, whether ballast or drinking water and location on board. Forms are attached.
4. Inward Passenger List in 9 copies, if carrying inward passengers, otherwise not required. List to show name, age, sex, nationality, passport number, port of embarkation. Chinese translation required. Forms are attached.
5. Through Passenger List in 9 copies, if carrying through passengers, otherwise not required. List to show name, age, sex, nationality, passport number, port of embarkation and port of disembarkation. Chinese translation required. Forms are attached.

Please note that the "Passenger List" forms attached can be used either for "Inward" or "Through" passengers, by adding the word "Inward" or "Through" as the case may be, to the words "Passenger List" printed in these forms.

6. Through Cargo Manifest in 2 copies if Shanghai is first port of call in China, otherwise not required. Chinese translation not required.
7. Customs Store List in 2 copies on forms attached hereto, must be prepared separately for each port of call in China showing the quantities on hand on arrival. This list consists of 3 parts, viz:-

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CONFIDENTIAL**2.****a) Ship's Stores.**

b) Watches, Fountain Pens, Cameras, Telescopes & Binoculars in the possession of Captain, Officers and Crew. (Telescopes and binoculars are to be entered in the "Remarks" column of the Customs Store List).

c) Gold, Silver & Foreign Currencies (both belonging to the ship and to the crew); the total amount on board of these items are to be kept in the custody of the Captain and shown in the List. Nominal quantities of gold and silver articles (such as personal jewellery and ornaments) which are owned and regularly worn by crew members need not be listed, however, if any individual is in possession of large quantities of these articles, they should be listed.

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Deck and Engine-room Stores need not be listed but they should be ready for inspection.

Fuel oil, engine oil, lubricants, etc, when packed in drums or other containers, are to be entered in the "Remarks" column of the Store List. Fuel oil stored in the vessel's fuel oil tanks are not to be listed.

When making up the Customs Store List please note that, apart from requiring exact details to be given, the Customs are also very particular about the entering of all items in this List and they strongly object to items, which should be entered in the Store List, being shown on a number of separate lists.

3. Manifest List in 2 copies. Forms are attached.

The following documents are to be produced for signing by the members of the Inspection Party during the joint inspection at berth:

Ship's Register
 Load-line Certificate
 Radio Safety Certificate
 Tonnage Certificate
 Deck Log Book
 Engine-room Log Book
 Tonnage Dues Certificate (if any)
 Pratique Certificate (granted by Doctor at Wharfedale)

No translation of the above documents are required.

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Distribution of these documents and lists are given below:-

	At Entrance	At House	At Birth	For Account	Total
Crew List	1	1	3	7	12
List of Articles Restricted for Use in Port	1	-	-	1	2
List of Ballast & Drinking Water	-	1	-	1	2
Inward Passenger List, if any	1	1	3	4	9
Through Passenger List, if any	1	1	3	4	9
Through Cargo Manifest	-	-	1	1	2
Customs Store List	-	-	1	1	2
Movements List	-	-	1	1	2

This document is required only when Shanghai is the first port of call in China after a foreign port.

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CONFIDENTIAL**APPENDIX C****PASSENGERS****Inward****Passengers:**

Inward passengers disembarking at Shanghai will not normally be permitted to leave the ship until after completion of the inspection at berth.

During the inspection they are, when not wanted by the members of the Inspection Party for interrogation, to stay in their cabins.

Examination of inward passengers' baggage will take place ashore.

Transit**Passengers:**

During the inspection on arrival and departure, they are, when not wanted by the members of the Inspection Party for interrogation, etc., to stay in their cabins.

Through the International Tourist Service, Agents are able to make arrangements for transit passengers to make excursions ashore. The International Tourist Service will take care of all formalities and furnish guides to accompany passengers on their shore excursions.

Purchases:

In the event passengers should make purchases of curios, antiques, jade and porcelain articles, such purchases must be passed by the Curio Board before the Customs will permit such articles to be taken out of the country. Shops selling such articles are familiar with the procedure, so, when making such purchases, passengers should insist that the shops assist them in having such purchases passed through the Customs.

Payment for purchases should be by means of Travelers' Cheques and passengers should be warned against taking any currency in cash, whether Chinese or foreign currencies, in and/or out of China.

Outward**Passengers:**

Embarkation of outward passengers take place about two hours before the hour set for vessel's departure.

Customs examination of outward passengers' baggage will take place ashore.

During the inspection they are, when not wanted by the members of the Inspection Party, to remain in their cabins.

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CONFIDENTIAL**APPENDIX D****CREW'S SHORE LEAVE****Shore Pass:**

No one will be permitted ashore without permission from the Frontier Defense authorities, who will issue a pass to personnel going ashore; this permit will be arranged by Agents. Holders of shore passes are to take good care to see that the passes are not lost, mislaid, defaced or torn. All passes are to be handed back to Agents before the vessel will be permitted to leave.

Time of Shore Leave:

Holders of shore passes will be permitted ashore daily from 8.00 am to 11 midnight only and persons should be warned against overstaying this hour.

Money:

The Chinese currency is called Jen Han Piao (¥) and rates of exchange are as follows:-

U.S. 100.- = ¥.685.90
 D.F. 100.- = about ¥.35.54 (¥.1.- = D.F. 2.82)
 H.K. 100.- = ¥.42.70

Import and export of Chinese currency is strictly prohibited. Funds required by Agents and/or crew members during voyage will be sent with the vessel by Agents and funds advanced to Agents by the Government by local authorities and crew members are to be taken from the list provided by Agents in advance.

Dealing in foreign currency or bonds and assets is strictly prohibited and may lead to serious consequences. All foreign currencies held by Agents and crew members are to be collected and kept in the Captain's custody during voyage. That in case of foreign currencies, gold and silver, shown in the Customs Store List are to be listed therein.

Merchandise:

It is strictly prohibited to use ashore any ashore prohibited commodities, cigarettes, alcohol or other sale or otherwise. Tobacco, wine and spirits are than those opened or for individual use and are to be entered in the Customs Store List. Ship's personnel are not permitted to bring in any unmanifested goods for private individuals or firms.

Papers, Periodicals, Books, etc.

Crew members proceeding ashore must NOT bring with them any newspapers, periodicals, books, pamphlets or other printed matter. Also when returning to the vessel all unmanifested books, periodicals, etc. are to be taken on board.

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Chinese newspapers must NOT be taken out of the country and care must be taken to see to it that merchandise bought ashore is NOT wronged in the newspapers.

CONFIDENTIAL**2.****Purchases:**

In the event members of your crew should make purchases of curios, antiques, jade, and porcelain articles, such articles must be passed by the Curio Board before the Customs will permit such articles to be taken out of the country. Shops selling such articles are familiar with the procedure so when making purchases crew members should insist that the shops assist them in having such purchases passed through the Customs.

Photographing:

Officers and crew members may take cameras ashore and take pictures, however, films so used must be developed and shown to the Customs Officer on board before same can be taken out of the country. Under no circumstances may pictures be taken on board the vessel or on or off the wharf or of any harbour/port installations.

Seamen's Club:

Officers and crew members spending shore leave may proceed to the Seamen's Club located at No. 5 Chung Shan Lu (Road) K.L., where they will be able to purchase silk goods, boudoirs, leather suitcases, bags, novelties, etc. and will also be able to obtain drinks and meals at the bar.

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CONFIDENTIAL**ADDENDUM****PORT SIGNALS - SHANGHAI**

(as displayed by vessels only)

Flag**Message**

DV	I have sprung a leak, require a fire-float for pumping out.
W	Doctor wanted (with black ball underneath when urgently wanted).
H	Harbour Officer wanted.
L	Customs Officer wanted.
Z	Ash/garbage boat wanted.
R	Water boat wanted.
G	I require a Pilot.
N	I have a Pilot on board.
DR	Heaving lamp wanted.
X	Workers wanted.
MA	Pilot launch required to take off Pilot.
V	Tug boat wanted.
B	Explosives on board.
Y	I am carrying mails.
P	Vessel clearing.

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It is essential that meticulous attention is paid to small details. Crew Lists, Lists of Stores and Crews personal effects must be accurate, and must be ready for the various authorities on arrival, otherwise the ship will be held up.

2. Derricks and cranes must not be topped up ready for cargo work or hatches removed until the Authorities have given their assent. This is usually after they have been satisfied with regard to documents, etc.

3. Cargo Bookings These are usually cabled to the ship whilst at sea, and a cabled reply is expected giving the exact stowage allotted to the various items. This is most important, since it will be found almost impossible to alter stowage after arrival or in the middle of cargo work. This system also has its merits, since the ship can assume that cargo will arrive in the right order and will be stowed exactly as designated.

4. Entry 1 Departure Attention is drawn to the Government Regulations attached to these notes. These are also very important.

DANGER AREAS

Some areas have not yet been declared free of mines, and their locations are to be found in Notices to Mariners No.1 of each year. (Copies obtainable from this office)

The following affect the North China Routes (Pages 86/89 Notices to Mariners No.1 of 1957)

Area 15
16
17
22 B

2. In addition there is a prohibited area, limits as follows, which will affect ships proceeding to any of the three ports:-

Northern Limit : The Parallel of 30° 55' N
Southern " : " " 30° 00' N
Eastern limit : The Meridian of 123° 00' E
Western limit : The Coast

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From a position off North Saddle Island Light, and outside the prohibited area described above, steer for the fairway buoy (No.53 buoy). The Light Vessel shown on the chart is liable to shift, but Chi Ku Chiao Rocks, on the starboard bow, make a good mark.

2. The ship should anchor between Nos.54 and 55 buoys, and await the pilot, who will probably be cruising in the vicinity of No.57 buoy.

3. Harbour officials will board with the pilot, and it is usual to complete all paperwork en route to the berth. A muster of ships company and passengers will be held and the ship searched after securing alongside. 25X1

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4. The following documents will be required on arrival. Blank forms will be put on board where necessary by Hong Kong Office.

<u>Description</u>	<u>Copies Required</u>
1. Crew List (In case of Chinese Crew, present address should be filled in)	10
2. Report on Articles Restricted for Using in Port	1
3. Maritime Declaration of Health	1
4. List of Ship's Stores, Crew's Personal Effects, Gold, Silver and Foreign Currencies	1
5. Import Manifest	14
6. Passenger Manifest (if any) (Through Passengers same)	6
7. Through Cargo Manifest	3
8. Ballast List	1
9. Ship's Particulars	1
10. Vessel's Movements	2

TSINGTAO

Prohibited areas are as follows :-

<u>NORTH LATITUDE</u>	<u>EAST LONGITUDE</u>
<u>Fixed Prohibited Areas</u>	
1. 36 deg. 03 mins 13 secs.	120 deg. 16 mins 54 secs.
2. 36 " 03 " 13 "	120 " 16 " 36 "
3. 36 " 02 " 48 "	120 " 16 " 30 "
4. 36 " 02 " 30 "	120 " 17 " 03 "
5. 36 " 02 " 39 "	120 " 17 " 12 "
<u>Temporary Prohibited Areas</u>	
1. 36 deg. 03 mins 52 secs.	120 deg. 17 mins 30 secs.
2. 36 " 04 " 09 "	120 " 15 " 38 "
3. 36 " 03 " 34 "	120 " 15 " 15 "
4. 36 " 02 " 30 "	120 " 16 " 36 "
5. 36 " 02 " 30 "	120 " 17 " 03 "

- Approach to Tsingtao port must be by one of the four following routes :- (The second route is recommended)

a. OUT-BOUND:

1. 1st route's starting point (N. Lat. 36° 1' 14" E. long 120° 20' 12" Course (1030) to the turning point (N. Lat. 35° 58' 10", E. Long 120° 36' 54") to change course to (420).
2. 2nd route's starting point (N. Lat 36° 1' 14", E. Long 120° 20' 12" Course (1030) to the turning point (N. Lat. 35° 56' 24" E. Long 120° 46' 37") to change course to (200).

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3. 3rd Route's starting point (N. Lat. 36° 1' 14" E. Long. 120° 20' 12"), Course (103°) to the turning point (N. Lat. 35° 56' 24", E. Long. 120° 46' 37") to change course to (158°).
4. 4th Route's starting point (N. Lat. 36° 1' 14" E. Long. 120° 20' 12"), Course (165°) to the turning point (N. Lat. 35° 56' 28", E. Long. 120° 21' 48"), to change course to (231°).
- B. Inward The entering point of the respective routes being (N. Lat. 36° 1' 14", E. Long. 120° 20' 12") and its turning point is same as for outward (A), but its course is just in the reverse, and respectively add 180°.)

The starting point of each route is as follows :-

- 1st Route (N. Lat. 36° 15' E. Long. 120° 55' 36")
- 2nd Route (N. Lat. 35° 56' 24", E. Long. 121° 10')
- 3rd Route (N. Lat. 35° 45' E. Long. 121° 52' 18")
- 4th Route (N. Lat. 35° 45' E. Long. 120° 4' 10")

3. After keeping to the recommended route, vessels should, unless otherwise instructed, anchor in the Outer Harbour Inspection Anchorage limits as follows :

36°-00' N. to 36° - 00'-36" N.
120°-20' E. to 120° -20' - 36" E.

and await the pilot and officials. The pilot may board when under way, off Iltis Bay, and take the ship direct to the Inner Harbour Inspection Anchorage, or to the berth direct, for the inspection and documentation routines.

4. The use of radar, echo sounder, cameras and binoculars must be discontinued when passing a point 3 miles South-East of Siao-kungtao.

5. Radio to Tsingtao, 18 hours before arrival

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ETA Tsingtao
Speed
Draft F + A

6. Documents Required:

- | | |
|---|-----|
| 1. Report on entry | - 1 |
| 2. Report on Articles Restricted for Using in Port | - 2 |
| 3. Crew Lists | - 6 |
| 4. Passenger Lists (Unnecessary if no passengers on board) | - 5 |
| 5. Ship's Store list. Same as for Taku Bar | - 1 |
| 6. Import Cargo Manifest. (unnecessary if no import cargo on board) | - 8 |
| 7. Through Cargo Manifests. (unnecessary if no through cargo on board) | - 2 |
| 8. Lists of Dangerous Cargoes, including erosive, poisonous and explosive cargoes | - 2 |
| 9. Ship's Itinerary | - 1 |
| 10. Ship's Particulars. (only when a ship calls at Tsingtao for the first time) | - 1 |

Binoculars in possession of members of the crew to be declared on List of Articles Restricted for using in Port.

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Approach to the Gulf of Liao Tung is by rounding the Shantung Promontory. The ship must keep at least 12 miles from the whole of the Shantung Promontory.

2. Lao Tieh Shan Channel Parts of this are prohibited areas, as follows :-

- a) Within 10 miles of Lao Tieh Shan Lt.Ho.
- b) " 7 miles of Hwang Cheng Tao Lt.Ho Bcn.
- c) " 10 miles of Hai Mao Tao (38° 52' N. 121° 01' E.)

The best course to take is from 15' NE of Shantung Promontory Lt. Ho. to 12' N. of North Hwang Cheng Tao Lt. Bcn.

3. Ships passing through the Lao Tieh Shan Channel must advise the Harbour master Dairen, at least 8 hours prior to passage. Dairen Radio Station (KSZ) calls on 500 kcs. and works on 462 or 8694 kcs. Message should state :-

Ship's name
Nationality
Signal letters

Port of departure
Destination
Speed
Colour of Hull
" " Funnel

ETA Passing N. Hwang Cheng Tao Bcn.

Any alteration in the ETA should be advised immediately.

4. A dredger is reported sunk in the following position, depth of water over the wreck unknown:-

38° 31' 30" N. 119° 08' 15" E.

5. Approaching the Taku River, the ship should anchor to the North-East of Taku Lt. Vsl. and await the arrival of the pilot and inspection party.

6. Documents Required:

Number

- | | |
|---|----|
| 1. Ship's Particulars. (not required if ship has called at port before) | 1 |
| 2. Report on Articles Restricted for Using in Port | 2 |
| 3. Crew Lists | 8 |
| 4. Ship's Store List. (Cameras to be entered in place of the column for lighters. Currency declared by crew individually is not now required to be placed in safe.) | 1 |
| 5. Dangerous Cargo List (if any) | 2 |
| 6. List of through Cargo and Overcarry | 3 |
| 7. List of Ports of Call | 4 |
| 8. List of Passengers (unnecessary if no passengers on board) | 8 |
| 9. Import Manifests | 10 |
| 10. Report on Entry (Supply when the ship arrives) | 1 |

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Ships Medical drugs to be entered on stores list under the

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to have a list of vaccination and inoculation dates available or crew medical record books.

All the Ship's documents such as Deck and Engine Log Books, Register, Load Line Certificate, Deratization Certificate, Safety Radio Certificate etc. must be produced to the Harbour Administration Officers for examination.

NORTH CHINA PORTS
LIST OF CHARTS

25X1

- | | |
|------|--|
| 1262 | Hong Kong to Gulf of Liao Tung |
| 1761 | Ockseu Islands to Tung Yung |
| 1754 | Tung Yung to Weu Chow Yang |
| 1759 | Weu Chow Yang to Kueshan Islands |
| 1199 | Kue Shan Islands to Yangtze Kiang |
| 1124 | Southern Approach to Yangtze Kiang |
| 1602 | Approach to Yangtze Kiang |
| 1601 | The Whangpoo, Woosung Bar |
| 389 | Shanghai Harbour |
| 3480 | Shantung Promontory to Nagasaki |
| 1255 | Kiachow Bay to Lai Chau Bay |
| 3735 | Cape Yatau to Tau Tsui Head |
| 857 | Kiachow Bay (Tsingtao) |
| 876 | Tsingtao Harbour |
| 3491 | Shitau Bay to N.E. Promontory |
| 3457 | Li Tau Bay to Chu Tau |
| 1392 | Pohai Strait |
| 2653 | Plans in the Gulf of Pohai and Liaotung. |

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25X1

Page Denied

SHANGHAI - TSINGTAO

Lt Vsl			368	
10' E Amherst Rocks	Various	13	355	13
Position 34° 00' N. 122-45 E	003	174	181	187
Position 35° 66' 24" N. 121° 00' E	326	140	41	327
Position 35° 56' 24" N. 120° 46' 37" E.	270	19	22	346
Anchorage	Various	22		368

SHANGHAI - HSINKANG

Lt Vsl			664	
10' E Amherst Rocks	Various	13	651	13
Position 34° 00' N 122° 45' E	003	174	477	187
15' E Shantung Promontory Lt Ho	004	208	269	395
15' NE " " " "	339	11	258	406
12' N N. Hwang Cheng Tau Lt. Bcn	303	114	144	520
Taku Lt Vsl	278	144		664

TSINGTAO - HSINKANG

Anchorage			442	
Position 35° 56' 24" N 120° 46' 37" E	Various	22	420	22
Position 35° 56' 24" N 121° 00' E	090	19	401	41
15' SE Shitau Bay Lt. Ho	059	89	312	130
15' E Shantung Promontory Lt. Ho	019	43	269	173
15' NE " " " "	339	11	258	184
12' N. Hwang Cheng Tao Lt Bcn.	303	114	144	298
Tabu Lt Vsl	278	144		442

SHANGHAI - MOJI

Lt Vsl			461	
5' N Nyaku Shima Lt. Ho	065	409	52	409
Moji Pilot	Various	52		461

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III Continued

CONFIDENTIALTSINGTAC - MOJI

<u>Position</u>	<u>Course</u>	<u>Distance</u>	<u>Distance to go</u>	<u>Distance Steamed</u>
Anchorage			551	
Position 35°56'24"N 120°46'37" E	Various	22		
	090	19	529	22
Position 35°56'24"N 121°00' E	121	222	510	41
5' SW Sho Kokuyan Ko Lt.Ho	108	69	288	263
2.5' S Flower Island	085	167	219	332
5' N Nyaku Shima Lt.Ho	Various	52	52	499
Moji Pilot				551

HSINKANG-MOJI

Tabu Lt. Vsl			783	
12' N N.Hwang Cheng Tao Lt bcn	098	144		
	123	114	639	144
15' NE Shantung Promontory Lt.Ho	159	11	525	258
15' E " " Lt.Ho	154	226	514	269
5' SW Sho Kokuyan Ko Lt Ho.	108	69	288	495
2.5' S Flower Island	085	167	219	564
5' N Nyaku Shima Lt.Ho.	Various	52	52	731
Moji Pilot				783

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Art. I In addition to the Provisional Law Governing Customs and other relevant laws and regulations of the People's Republic of China, these Regulations shall be observed by all foreign vessels entering or leaving Chinese port(s).

The word "Port" named herein denotes Port(s) open to foreign vessels as approved by the Ministry of Communications of the People's Republic of China.

Art. II Masters of foreign vessels shall report to the harbour authorities through their port agents, a week prior to vessel's arrival at the port of call (or if the time of run from the port last called to the port of call is less than a week, then prior to vessel's departure from the port last called), of vessel's ETA, fore and aft drafts on arrival, number of passengers and quantity of cargo on board for entry formalities. Masters are again to report, 24 hours in advance to the harbour authorities through their port agents, the exact time of vessel's arrival.

Art. III On entering or leaving port, foreign vessels shall display the required signals and, in daytime, hoist their respective national flags.

Art. IV On entering or leaving port, foreign vessels are subject to quarantine examination conducted by the quarantine authorities in accordance with the Frontier Quarantine Regulations.

Art. V Foreign vessels are not allowed to enter or leave port, or to navigate or to shift berths in the harbour without pilots appointed by the harbour authorities.

Art. VI. On entering or leaving port, foreign vessels are subject to inspection by the local harbour authorities and other organizations in charge of inspection, in accordance with the provisions under the "Provisional Regulations Governing Inspection of Ship, Crew, Passengers and Baggage on Vessel's Entering and Leaving Port".

Art VII After entering the port, masters of foreign vessels shall submit to the Harbour Authorities a list showing description and quantity of arms and ammunitions on board, and of such articles as mentioned under item (2) of this Article, and shall observe the following provisions :-

- (1) Arms and ammunitions to be sealed up while in port;
- (2) Radio transmitter, radio-telephone, radar, radio direction finder, echo sounding machine, sextant, signal rocket, flare signal and signal gun shall not be used in the harbour.

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In case of emergency or for dispatching urgent messages, such articles as mentioned under item (2) may be used, but reports shall be submitted to the local harbour authorities immediately after using same.

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Art.VIII After having berthed in port, masters of foreign vessels shall prepare the Foreign Vessels Entry Report, Crew List, Passenger List and Import Manifest and submit same to the harbour authorities for check up; at the same time, masters shall submit the Certificate of Port Registry, Ship's Deck Log Book, Engineerroom Log Book and other papers for examination.

Prior to the departure of Foreign Vessels, masters are to prepare the Foreign Vessels Departure Report, List of Crew Replacement (not required, if no change made), Passenger List, and Export Manifest and submit same to the harbour authorities for clearance.

Art.IX After the inspection has been conducted by authorities concerned, crew members of foreign vessels who wish to go ashore may apply to the Frontier Inspection Office for Landing Permit.

Art.X No passengers and crew members on foreign vessels are allowed to photograph and/or make sketches in the harbour.

Art. XI While entering or leaving port or shifting berth in the harbour, foreign vessels are not allowed to take any other sounding than that taken by means of hand lead with the consent and under the supervision of the Pilot.

Art.XII In case foreign vessels are involved in marine accident along China coast, masters are required to submit Marine Accident Report to the local harbour authorities within 48 hours after vessels' arrival; should the accident happen in port, such report shall be submitted immediately.

Art.XIII The Harbour Authorities may prohibit foreign vessels from leaving port under any of the following circumstances :-

(1) Violation of regulations governing safety and technical requirements such as those in connection with ship's papers, seaworthiness, stowage, supply, and equipment or provisions of other regulations.

(2) Failure to pay any of the following :-

- (a) Port charges and expenses;
- (b) fines imposed upon the vessel on account of violation of laws and regulations;
- (c) compensation for damages done to harbour structures, navigation aids and other properties in the harbour.

Foreign vessels may be released upon producing appropriate security sufficient to cover the payment of the above items.

Art.XIV These Regulations, after being approved by the State Council, shall become effective upon promulgation by the Ministry of Communications. The Provisional Regulations Governing the Entry and Departure of Foreign Vessels Into and From Ports of the People's Republic of China" promulgated by the Ministry of Communications on the 20th March, 1952 shall at the same time be repealed.

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Peking, March 14, 1957.